



DEPARTMENT OF THE NAVY

COMMANDER  
NAVY REGION, MID-ATLANTIC  
1510 GILBERT ST.  
NORFOLK, VA 23511-2737

IN REPLY REFER TO:  
5090  
EV22/22/RE443  
**JUL 18 2012**

Mr. Marc Holma  
Department of Historic Resources  
Review and Compliance  
2801 Kensington Avenue  
Richmond, Virginia 23221

Dear Mr. Holma:

SUBJECT: CONSTRUCTION OF THE I-564 INTERMODAL CONNECTOR, NAVAL  
STATION NORFOLK AND NAVAL SUPPORT ACTIVITY  
HAMPTON ROADS, NORFOLK, VIRGINIA RHPO #12-10-01 VA  
DHR #2012-0687

The intent of this letter is to conduct additional Section 106 consultation regarding the proposed I-564 Intermodal Connector at Naval Station Norfolk (NAVSTA) and Naval Support Activity Hampton Roads (NSAHR), in Norfolk, Virginia. The Virginia Department of Transportation (VDOT) desires to modify and expand the proposed I-564 roadway to meet current and projected traffic requirements around NAVSTA Norfolk and NSA Hampton Roads, and to connect I-564 with the Norfolk International Terminals (NIT). In order to expand the I-564 roadway as desired, VDOT has requested easements from the Department of the Navy (Navy). The Navy is assessing the affects of the proposed undertaking in an Environmental Assessment (EA). In support of this EA, the Navy has previously consulted with the Virginia Department of Historic Resources (VA DHR) on this project and, with the exception of a 6.2 acre area that remains archaeologically sensitive, the proposed undertaking has been determined to have No Adverse Effect upon historic resources (DHR #2012-0687). This additional consultation is required in support of an Area of Potential Effect (APE) addition for an alternative Air Terminal Interchange (ATI) location, for an APE addition for an alternative Commercial Vehicle Inspection Station (CVIS), and regarding the archaeologically sensitive 6.2 acre area within the I-564 Intermodal Connector corridor. All of these areas are shown on enclosure (1).

VDOT has determined there is a need to connect NIT via an Intermodal Connector to I-564, in order to meet current and future traffic flow requirements. Hampton Boulevard regularly experiences heavy traffic loads throughout the day due to Navy,

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NIT, residential, and other commercial traffic. VDOT desires to lessen the traffic load on Hampton Boulevard, and proposes to do so by constructing an Intermodal Connector from NIT to I-564. Construction of this Intermodal Connector would also necessitate the relocation of several facilities and infrastructure pieces that are within the I-564 Intermodal Connector corridor. Gate 6 would need to be relocated and configured to handle the traffic that is anticipated. The existing CVIS would also need to be relocated and configured to better facilitate commercial vehicle access and departure, and to provide a vehicle inspection environment that conforms to current Navy Anti-Terrorism/Force Protection (AT/FP) standards. An ATI is also proposed in order to facilitate traffic access to the Chambers Field Air Terminal. These elements were fully described in the Navy's prior consultation package (DHR #2012-0687, RHPO #12-10). The Navy and VDOT have identified two alternative layouts for the ATI and CVIS, only these two additions to the APE and the 6.2 acre area will be further analyzed herein.

The Navy proposes to construct an ATI to support Department of Defense access to the Chambers Field Air Terminal (CFAT) at NAVSTA. Previously, the Navy had identified a site on the eastern end of the Intermodal Connector corridor, adjacent the Sewell's Point Golf Course, as the only site for the ATI. After further analysis the Navy has determined a site farther west (hereafter ATI west) to be the preferred location for an ATI off-ramp access junction with I-564. This location is shown on enclosure (2). The original ATI site (ATI east) remains under consideration, but is no longer the preferred location for the off-ramp. The proposed ATI would improve air mobilization capability as well as the ability of the terminal to handle containerized cargo arriving by truck or from the seaport. The proposed ATI would allow for access to the Chambers Field Air Terminal directly from the proposed I-564 Intermodal Connector, and would make accessing the CFAT significantly easier. The proposed ATI connection to the Intermodal Connector will be constructed in the northern portion of NSA Hampton Roads, an area commonly known as Camp Allen. An overpass that would allow CFAT-bound traffic to cross over the Intermodal Connector would remain within the ATI east location, near CFAT. The specifics of the ATI layout are as yet undetermined, therefore the Navy

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has identified the APE as the maximal extent of the possible footprint and impacts. Enclosure (2) is a close-up of the expanded APE for the ATI west, and enclosure (3) is a close-up of the APE for the ATI east. The Navy has previously consulted with VA DHR regarding the ATI east APE.

There are no historic buildings or structures on Navy property that will be affected by the addition of the ATI west APE. The nearest historically significant buildings are over 375 meters to the south, and are out of view due to topography and intervening vegetation. The nearest historic district is also over 375 meters to the south, and will be unaffected for the same reasons. All buildings both within and immediately outside the ATI west APE have been assessed for historic significance and found to be not historically significant. For these reasons, the Navy has determined that the addition of the ATI west APE will constitute No Effect upon historic buildings, structures, or districts at NAVSTA and NSAHR. The Navy and VA DHR have already concurred that the ATI east will constitute No Adverse Effect upon historic resources (VA DHR #2012-0687, RHPO #12-10).

The entire ATI west APE has previously been determined to have no potential to contain intact and significant archaeological resources. This determination is documented in the report titled *Archeological Resource Assessment and Predictive Model, Norfolk Naval Base, Norfolk, Virginia* (2002). Several soil borings from the ATI west APE were analyzed in that report, and the area was found to be highly disturbed throughout. Most of the APE is part of the now-capped Camp Allen landfill. There are no known archaeological sites in the ATI west APE. VA DHR previously reviewed the report and concurred with the management recommendations therein (VA DHR #2003-0035). The Navy has therefore determined that the addition of the ATI west APE to the overall project APE will have No Effect upon historic resources.

The Navy and VDOT have also proposed to relocate and expand the CVIS as part of this undertaking. The Navy has previously consulted with VA DHR regarding the CVIS as part of the overall I-564 Intermodal Connector project, and VA DHR concurred with the Navy's determination that the CVIS would have No Adverse Effect upon historic resources (VA DHR #2012-0687, RHPO #12-10). After further consideration, the Navy proposes a revised CVIS road layout that would establish an additional roadway

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connection between the I-564 Intermodal Connector and Seabee Road, which leads into the Navy Exchange (NEX). This proposed additional roadway consists of an interchange from I-564 and would facilitate traffic flow from I-564 to the NEX and CVIS, and would also ease traffic load on Hampton Boulevard. Enclosure (4) documents the additional CVIS APE.

There are no historic buildings or structures on Navy property that will be affected by the expanded CVIS footprint. The nearest historically significant buildings are over 725 meters to the north, and are out of view due to topography and intervening buildings and vegetation. The nearest historic district is also over 725 meters to the north, and will be unaffected for the same reasons. For these reasons, the Navy has determined that the expanded CVIS footprint will constitute No Effect upon historic buildings, structures, or districts at NAVSTA and NSAHR. The remainder of the CVIS footprint is within the APE that was previously identified for the I-564 Intermodal Connector project, and the Navy and VA DHR have already concurred that this portion of the project will constitute No Adverse Effect upon historic resources (VA DHR #2012-0687, RHPO #12-10).

The additional CVIS APE has previously been determined to have no potential to contain intact and significant archaeological resources. This determination is documented in the report titled *Archeological Resource Assessment and Predictive Model, Norfolk Naval Base, Norfolk, Virginia* (2002). Several soil borings from the general area were analyzed in that report, and the area was determined to have no archaeological potential. There are no known archaeological sites in the expanded CVIS APE. VA DHR previously reviewed this report and concurred with the management recommendations therein (VA DHR #2003-0035). There are archaeologically sensitive areas in the general vicinity, but these are outside the APE. The Navy has therefore determined that the addition of the CVIS roadway APE to the overall project APE will have No Effect upon archaeological resources.

All of the I-564 Intermodal Connector APE has been inventoried or has been determined to be highly disturbed, and thereby to have no potential to contain intact and significant archaeological deposits, with the singular exception of a 6.2 acre area on NAVSTA (see enclosure (5)). This 6.2 acre area is a relict, slightly elevated landform that overlooked a tributary



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drainage of Boush Creek, a former inlet that has since been filled in (see enclosure (5)). Shovel test probe inventory has been conducted on this area but was unable to penetrate the fill cap that overlies the 6.2 acre area. The Navy had previously recommended this area as retaining archaeological potential. Additional research has been conducted on this 6.2 acre area, and this research has led the Navy to propose the following updated determination.

The Navy had previously conducted an extensive review of historic maps for both NAVSTA and NSAHR in support of an installation-wide assessment of archaeological potential at these facilities. This map review is documented in *Archeological Resource Assessment and Predictive Model, Norfolk Naval Base, Norfolk, Virginia* (2002). In that document there is only one historic residence near the project area shown on any of the historic maps reviewed. The residence is shown on the 1840 National Archives and Records Administration (NARA) map of Norfolk, Virginia area. The map is hand-drawn and relatively crude, and the accuracy of the residence location is suspect. The report authors concluded the residence location is likely approximately 200 meters south of the project area. None of the other historic maps reviewed in this report indicated the presence of any historic buildings or structures in the general area. No soil borings had been collected from the 6.2 acre area, thus no analysis of soil stratigraphy and integrity for this area was possible at that time.

The Navy has recently conducted additional review of historic maps and aerial imagery in order to better assess the archaeological potential of the area. The Navy conducted supplemental historic map research at VA DHR, the Library of Virginia, the Archaeological Society of Virginia, and additional assorted online resources. Imagery was reviewed from these sources as well as from the Hampton Roads Naval Museum. The 6.2 acre area was regrettably not well documented in the vast majority of the maps and images reviewed. Fortunately a few key bits of data were discovered, notably the National Oceanic and Atmospheric Association's (NOAA) Office of Coastal Survey (OCS). OCS maintains a series of coastal navigation maps that we both highly accurate and reliably showed historic occupations along the Hampton Roads coast line, including in the project area. The digital maps available from the OCS's Historical Map & Chart Collection reliably documented the project area from approximately 1863 onward into modern times.

The results of this map research indicate the presence of a residential structure south of the project area, very likely the same structure indicated in the 1840 NARA map documented in the 2003 archaeological potential report. This structure is not on Navy property, and as such is not part of this consultation, although its proximity was considered in this update of the archaeological potential determination. An 1863 map titled "Coast Chart No. 31, Chesapeake Bay, Sheet No. 1, York River Hampton Roads Chesapeake Entrance" is typical of these nautical charts that show the general area, and the project area portion of this map is shown on enclosure (7). The structure is 215 meters south of the 6.2 acre area. Although much of the overall NAVSTA area is shown as cleared and under agricultural use, this 1863 map shows the 6.2 acre area specifically to be overgrown and undeveloped. 1872 and 1877 updated versions of the same map continue to show the 6.2 acre area as undeveloped and unused. An 1878 map titled "Coast Chart No. 137, From Cape Henry to Currituck Beach including the Albemarle and Chesapeake Canal" shows the project area to be overgrown and the structure is not present; the project area is shown overlain on this map in enclosure (8). Later maps consistently continue to show the former structures as not present. The project area continues to be shown as undeveloped and overgrown in an 1893 U. S. Coastal and Geological Survey map titled "Hampton Roads, Virginia"; the project area is shown overlain on this map in enclosure (9).

While there was a historic structure approximately 215 meters south of the 6.2 acre area in 1840, it appears to been abandoned and possibly removed by 1878. This structure is off Navy property and is not part of this consultation. During this entire period the 6.2 acre area itself appears to have not been cleared and was very likely entirely unutilized. There is no evidence on any of the historic maps reviewed to indicate any historic use of this 6.2 acre area.

The Navy has similarly researched historic photographs and aerial imagery of the area to determine the nature of any impacts that may have occurred. No images were found that document the filling of Boush Creek, but an aerial image (believed to have been taken in 1928) shows the overall area and is included as enclosure (11). This aerial image demonstrates the central portion of Boush Creek was filled by the date of the image. The approximate 6.2 acre area is marked with a red oval in this image. An aerial image taken in 1944 is included as enclosure (6), in which a road is shown running through the

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southern end of the 6.2 acre area, along an east-west axis. Two portions of the project area appear to have been recently cleared in this image, one on the east end of the project area and another on the west end. Most of the project area appears to have been previously cleared of vegetation, although a few portions still exhibit some small trees and/or shrubs.

The Navy has reconsidered its prior recommendation for the 6.2 acre area in light of this new information and now believes the area has very low archaeological potential. An extensive review of historic maps has yielded no evidence of any type of historic utilization of the area, and in fact has strongly indicated the area was never cleared or used. The few historic images of the area discovered suggest some disturbance had occurred on the site in 1944. Central Boush Creek was filled sometime prior to the late 1920s, and the overall area has been filled and built up substantially (at least 3.5 feet of fill per shovel test probe inventory) since. For these reasons, the Navy has determined that the proposed undertaking would have No Effect upon archaeological resources in the 6.2 acre area

The Navy has determined that there will be No Adverse Effect to the GCHP as a result of this undertaking, and that the Study Areas 1-5, excepting the 6.2 acre area in Study Area 3, contain no intact and significant archaeological resources. This letter is to provide documentation of this finding in accordance with 36 CFR 800.5(b). Per Section 106 of the National Historic Preservation Act, we request that within 30 days you provide your views and comments on the Navy's finding of no effect. For your convenience, a concurrence block has been provided. If you have any questions, please contact K. Dean Wright at (757) 341-0373 or Heather McDonald (757) 341-0374.

Sincerely,

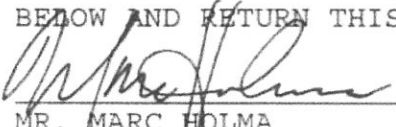
*W. DAVID NOBLE*

W. DAVID NOBLE  
Director  
Environmental Planning and  
Conservation  
By direction of the Commander

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- Enclosures:
1. Overview map showing the overall APE, including APE additions
  2. Close-up map, ATI Preferred Location APE
  3. Close-up map, ATI Alternative Location APE
  4. Close-up map, CVIS APE
  5. Close-up map, 6.2 Acre Archaeologically Sensitive Area
  6. Overview image, 6.2 Acre Archaeologically Sensitive Area on 1944 aerial image
  7. Close-up map, 6.2 Acre Archaeologically Sensitive Area on 1863 historic map
  8. Close-up map, 6.2 Acre Archaeologically Sensitive Area on 1878 historic map
  9. Close-up map, 6.2 Acre Archaeologically Sensitive Area on 1893 historic map
  10. Close-up map, 6.2 Acre Archaeologically Sensitive Area on 1909 historic map
  11. Overview image, 6.2 Acre Archaeologically Sensitive Area on 1928 aerial image

IF YOU CONCUR WITH THE NAVY'S DETERMINATION THAT THE PROPOSED CONSTRUCTION OF THE I-564 INTERMODAL CONNECTOR, NAVAL STATION NORFOLK AND NAVAL SUPPORT ACTIVITY HAMPTON ROADS, NORFOLK, VIRGINIA, WILL HAVE "NO ADVERSE EFFECT" UPON THE 6.2 ACRE AREA, THE REVISED CVIS, AND REVISED ATI PROJECT AREAS, PLEASE SIGN BELOW AND RETURN THIS LETTER TO OUR OFFICE.

  
MR. MARC HOLMA  
Architectural Historian  
Review and Compliance

2 AUG 12  
DATE







DWR# 2012-0687

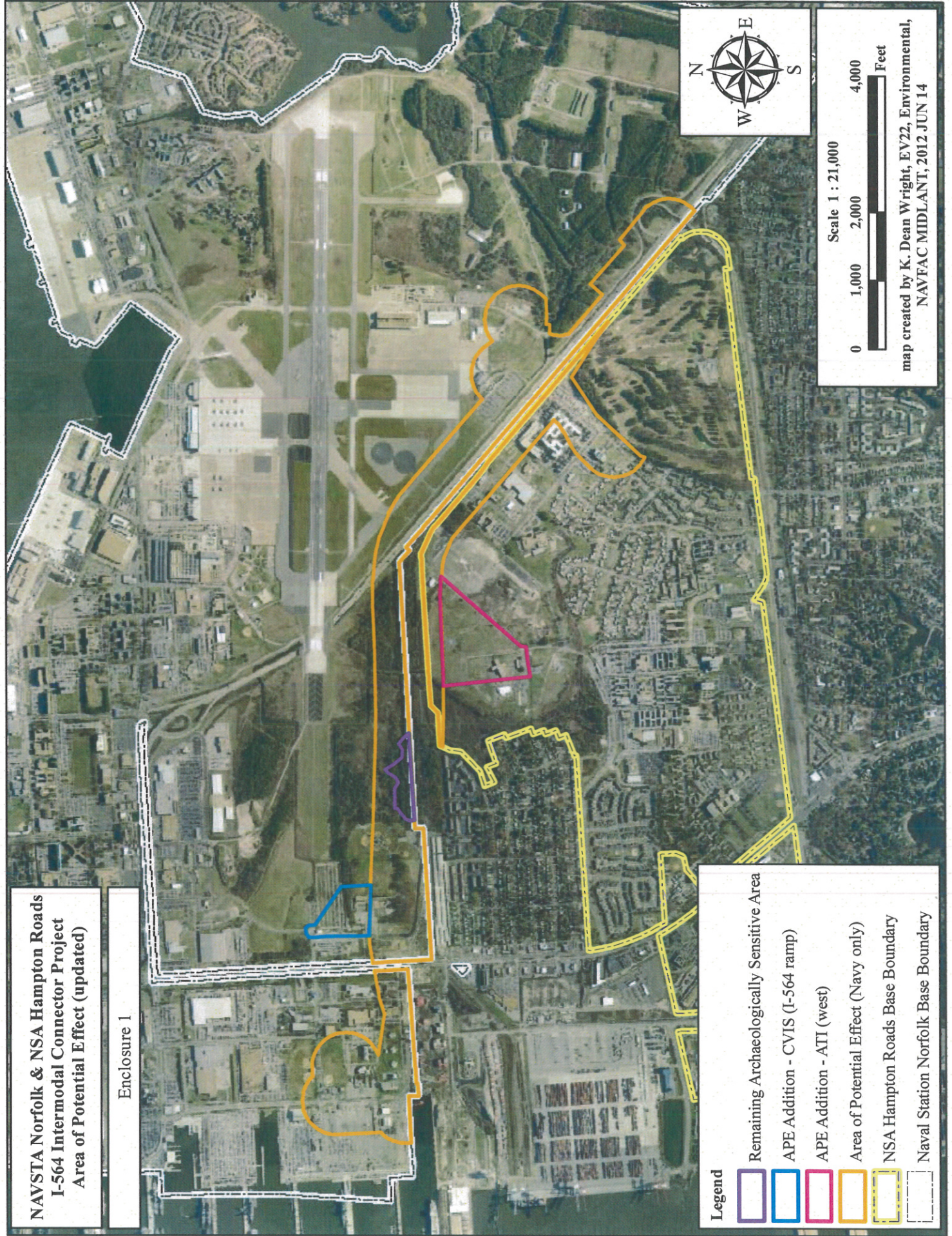


NAVSTA Norfolk & NSA Hampton Roads  
I-564 Intermodal Connector Project  
Area of Potential Effect (updated)

Enclosure 1

Legend

-  Remaining Archaeologically Sensitive Area
-  APE Addition - CVIS (I-564 ramp)
-  APE Addition - ATI (west)
-  Area of Potential Effect (Navy only)
-  NSA Hampton Roads Base Boundary
-  Naval Station Norfolk Base Boundary



Scale 1 : 21,000

0 1,000 2,000 4,000 Feet

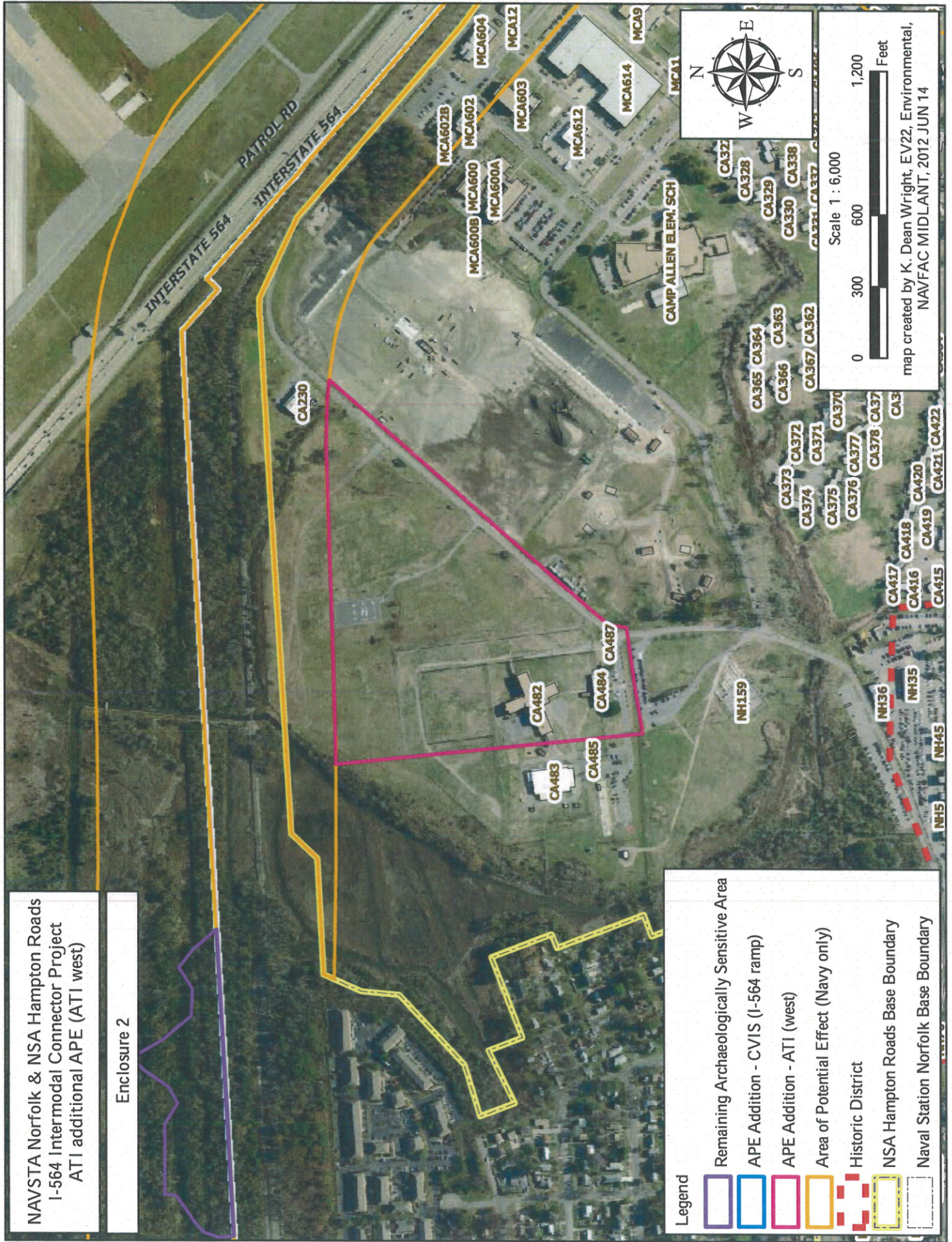
map created by K. Dean Wright, EV22, Environmental,  
NAVFAC MIDLANT, 2012 JUN 14



NAVSTA Norfolk & NSA Hampton Roads  
I-564 Intermodal Connector Project  
ATI additional APE (ATI west)

Enclosure 2

- Legend**
- Remaining Archaeologically Sensitive Area
  - APE Addition - CVIS (I-564 ramp)
  - APE Addition - ATI (west)
  - Area of Potential Effect (Navy only)
  - Historic District
  - NSA Hampton Roads Base Boundary
  - Naval Station Norfolk Base Boundary



Scale 1 : 6,000  
0 300 600 1,200 Feet  
map created by K. Dean Wright, EV22, Environmental,  
NAVFAC MIDLANT, 2012 JUN 14

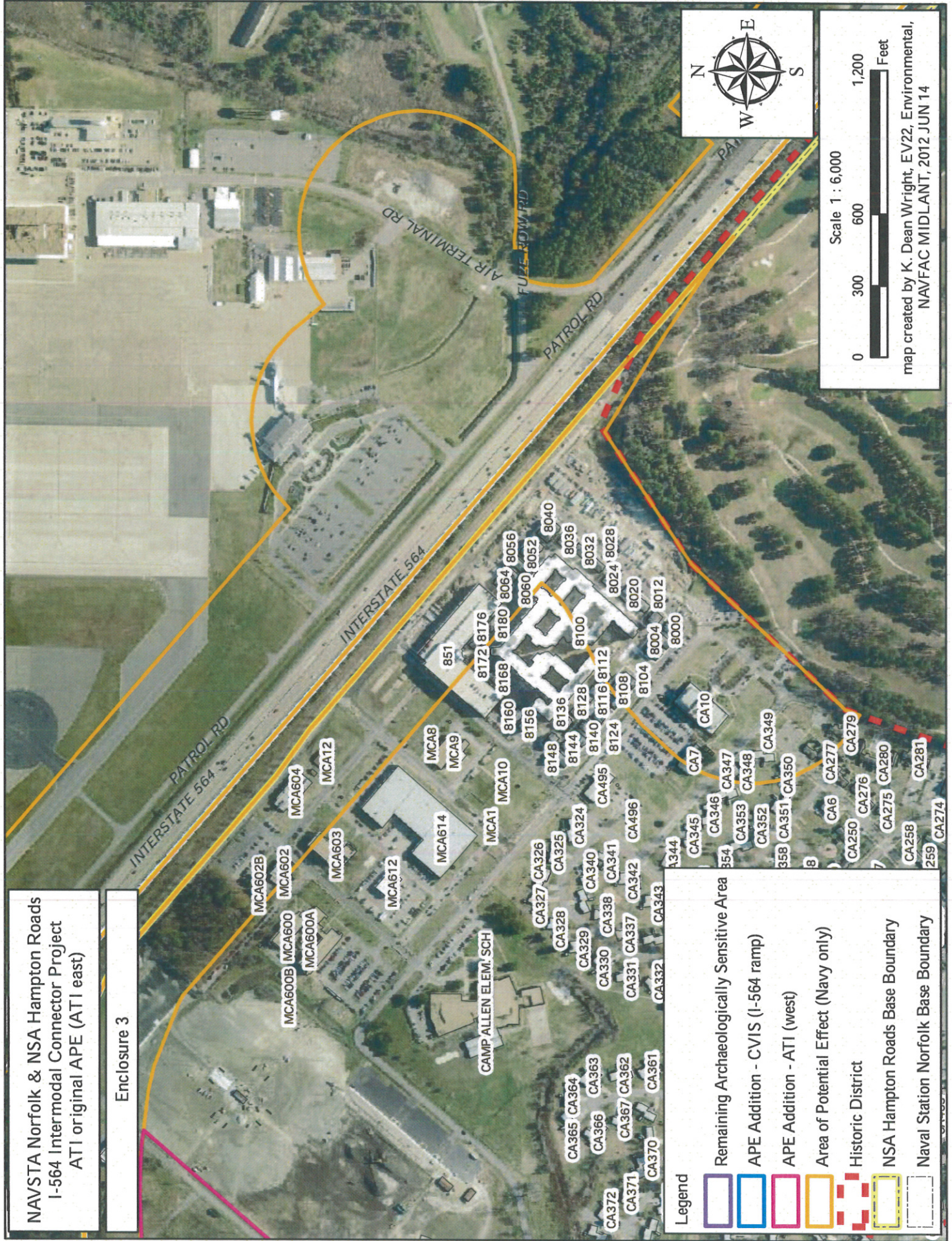


NAVSTA Norfolk & NSA Hampton Roads  
I-564 Intermodal Connector Project  
ATI original APE (ATI east)

Enclosure 3

Legend

- Remaining Archaeologically Sensitive Area
- APE Addition - CVIS (I-564 ramp)
- APE Addition - ATI (west)
- Area of Potential Effect (Navy only)
- Historic District
- NSA Hampton Roads Base Boundary
- Naval Station Norfolk Base Boundary



Scale 1 : 6,000

0 300 600 1,200 Feet

map created by K. Dean Wright, EV22, Environmental,  
NAVFAC MIDLANT, 2012 JUN 14



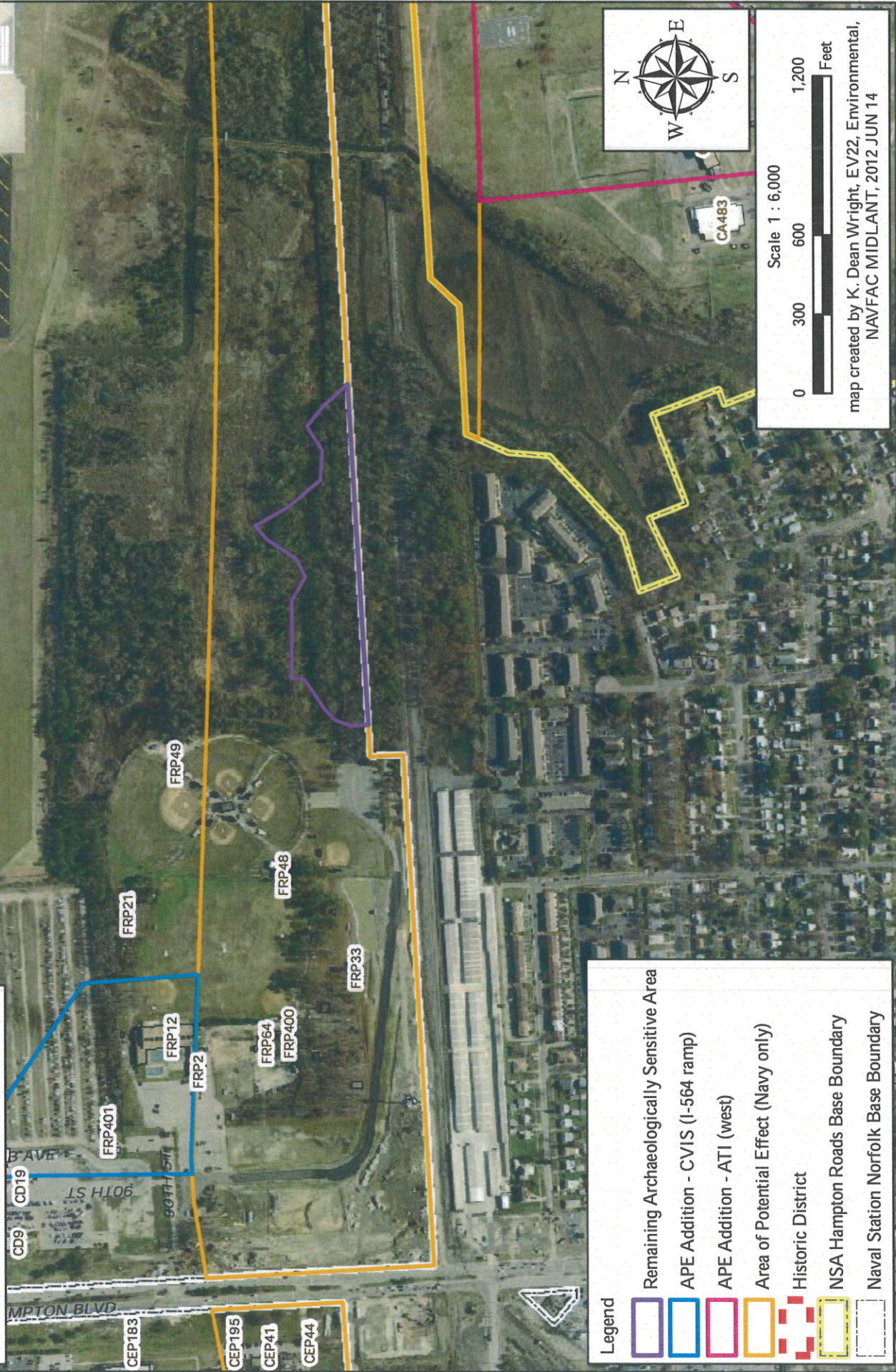
## Enclosure 4





NAVSTA Norfolk & NSA Hampton Roads  
I-564 Intermodal Connector Project  
Archaeologically Sensitive Area

Enclosure 5



INTERSTATE 564  
HAMMOND AVE



Scale 1 : 6,000



map created by K. Dean Wright, EV22, Environmental,  
NAVFAC MIDLANT, 2012 JUN 14

Legend

- Remaining Archaeologically Sensitive Area
- APE Addition - CVIS (I-564 ramp)
- APE Addition - ATI (west)
- Area of Potential Effect (Navy only)
- Historic District
- NSA Hampton Roads Base Boundary
- Naval Station Norfolk Base Boundary



NAVSTA Norfolk & NSA Hampton Roads  
I-564 Intermodal Connector  
Area of Potential Effect (1944)

Enclosure 06

Legend

- Remaining Archaeologically Sensitive Area
- Area of Potential Effect (Navy only)
- Naval Station Norfolk Base Boundary



Scale 1 : 18,000

0 1,000 2,000 4,000 Feet

U. S. Navy, NAVFAC MIDLANT, Environmental, EV2-22  
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NAVSTA Norfolk & NSA Hampton Roads  
I-564 Intermodal Connector  
Area of Potential Effect (1863)

Enclosure 07

Legend

- Remaining Archaeologically Sensitive Area
- Area of Potential Effect (Navy only)
- Naval Station Norfolk Base Boundary

Scale 1 : 18,000

0 1,000 2,000 4,000 Feet



U. S. Navy, NAVFAC MIDLANT, Environmental I, EV2-22  
created by K. Dean Wright, 2012 JUN 26



NAVSTA Norfolk & NSA Hampton Roads  
I-564 Intermodal Connector  
Area of Potential Effect (1878)

Enclosure 08

Legend

- Remaining Archaeologically Sensitive Area
- Area of Potential Effect (Navy only)
- Naval Station Norfolk Base Boundary

Scale 1 : 18,000

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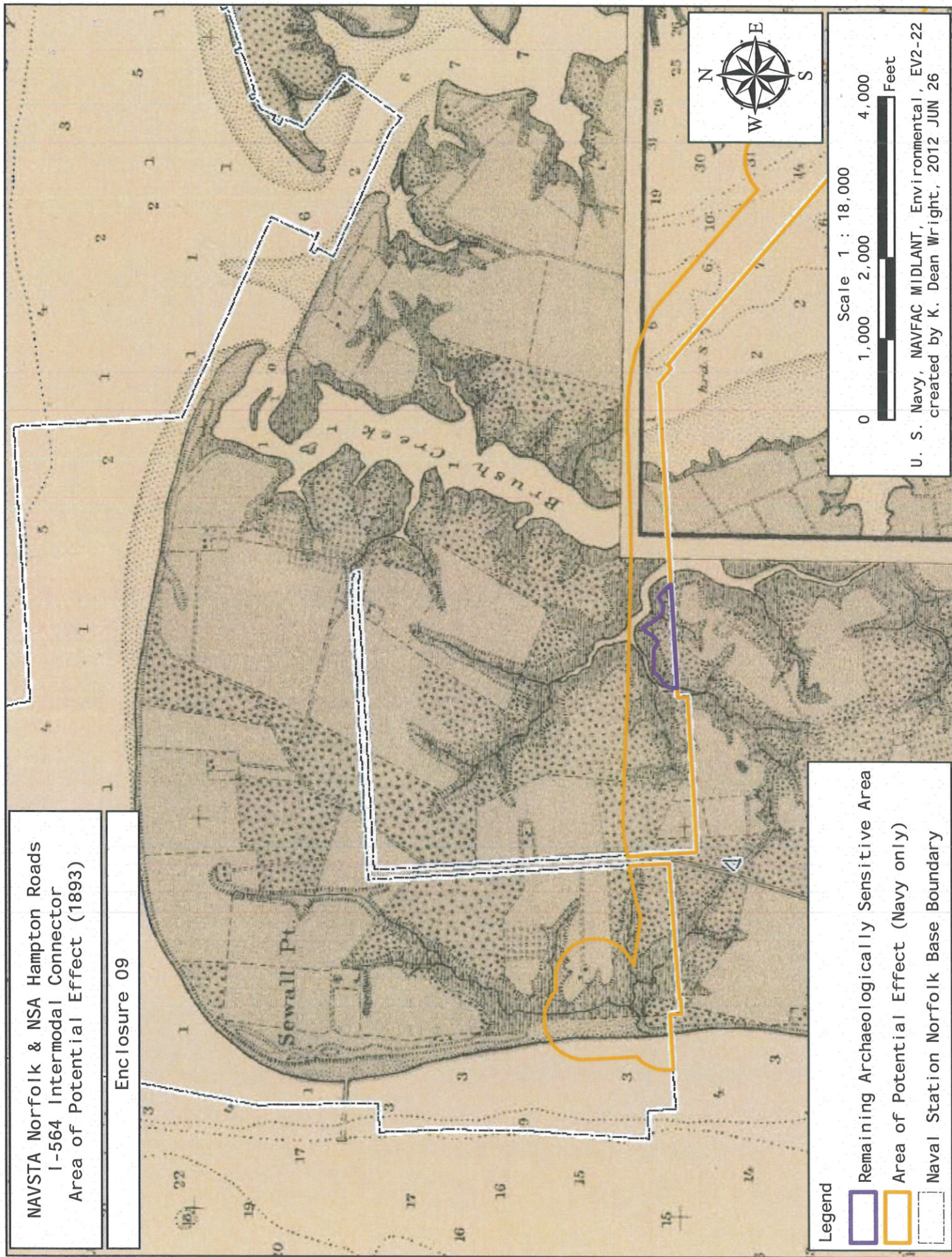


U. S. Navy, NAVFAC MIDLANT, Environmental, EV2-22  
created by K. Dean Wright, 2012 JUN 26






NAVSTA Norfolk & NSA Hampton Roads  
I-564 Intermodal Connector  
Area of Potential Effect (1893)

Enclosure 09



Legend

-  Remaining Archaeologically Sensitive Area
-  Area of Potential Effect (Navy only)
-  Naval Station Norfolk Base Boundary

Scale 1 : 18,000

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U. S. Navy, NAVFAC MIDLANT, Environmental, EV2-22  
created by K. Dean Wright, 2012 JUN 26

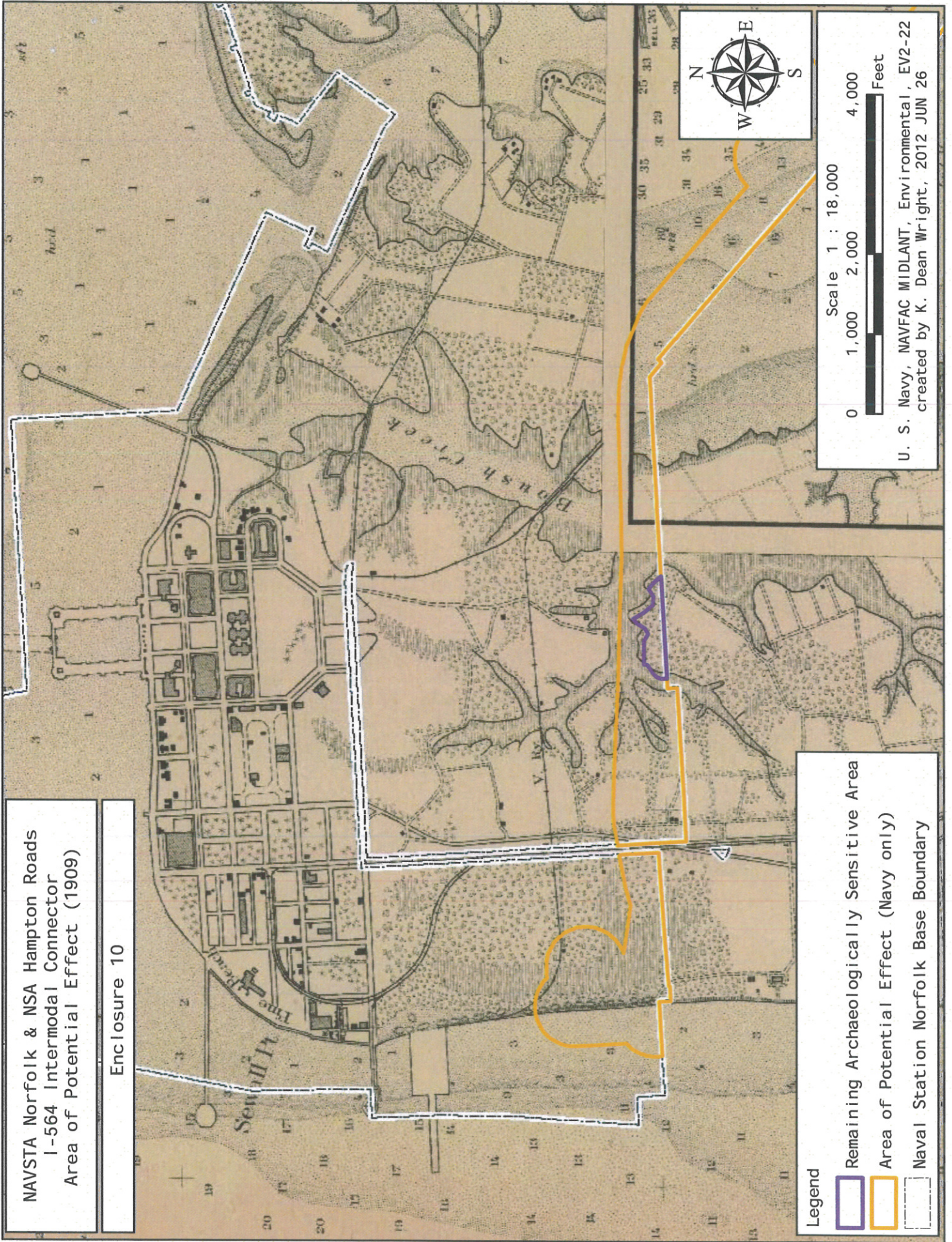


NAVSTA Norfolk & NSA Hampton Roads  
I-564 Intermodal Connector  
Area of Potential Effect (1909)

Enclosure 10

Legend

-  Remaining Archaeologically Sensitive Area
-  Area of Potential Effect (Navy only)
-  Naval Station Norfolk Base Boundary



Scale 1 : 18,000

0 1,000 2,000 4,000 Feet

U. S. Navy, NAVFAC MIDLANT, Environmental, EV2-22  
created by K. Dean Wright, 2012 JUN 26